

Amendments to the Specification

Please delete the heading "DESCRIPTION" on page 1, line 1. 

Please add the following heading after the title of the invention on page 1, line 2:

Background of the Invention IDC-A1,AMD

Km 7/26/00
Please replace the paragraph beginning on page 1, line ¹⁷16 through line ²²21, which starts with "On the other hand" with the following rewritten paragraph:

On the other hand, recently, there has also been proposed an electric intake system in which an electric motor is coupled to throttle valves via a link mechanism or the like, a Δ throttle grip rotating operation of a rider is detected, and all the throttle valves are opened and closed by the electric motor according to this detected rotating operation.

IDC-A2,AMD

Please replace the paragraphs beginning on page 2, line 3 through line 17, which start with "However, there is a demand that" with the following rewritten paragraphs:

However, there is a demand that, depending upon a running state, for example at the time of ~~approach to~~ approaching a corner or at the time of rising from the corner, for example, it is desired to make the engine brake slightly weak even in the case in which the throttle grip is closed suddenly or it is desired to make the rising of a torque slightly gentle even in the case ~~in~~ which the throttle grip is opened suddenly. In the conventional system, such a demand is coped with by a throttle grip rotating operation of a rider. However, this results in a problem ~~in that the rider is required~~ requiring of an excessively high level driving operation from the rider.

The present invention has been devised in view of the conventional situation, and it is an object advantage of the present invention to provide a ~~fuel feed~~ an intake system for an engine that can obtain an output characteristic corresponding to a running state without requiring a rider of a very high level driving operation from the rider.

IDC-A3,AMD

~~Please replace the heading on page 2, line 19, with the following rewritten heading:~~

~~Disclosure~~ Summary of the Invention IDC-A4,AMD

Please replace the paragraphs beginning on page 2, line 20 through ~~page 6 line 17~~, which start with "An invention of claim 1 is" with the following rewritten paragraphs:

KM
7/26/06
Please delete the heading "Industrial Applicability" on page 22, line ²²~~21~~. 

KM
7/26/06
Please replace the paragraphs beginning on page 22, line ²³~~22~~ through page ~~26~~, line 4, which start with "According to the invention of claim 1" with the following rewritten paragraphs:

~~According to the invention of claim 1, the plural throttle bodies include manually driven side throttle bodies and electrically driven side throttle body, and the intake system controls an opening of the electrically driven side throttle valve such that a specific output characteristic corresponding to an operating state of an engine is obtained. Thus, generation of engine brake, for example, in the case in which a throttle grip is closed suddenly or in the case in which a gear is shifted down can be controlled, or rising of an engine torque in the case in which the throttle grip is opened suddenly can be controlled. An output characteristic corresponding to a driving condition can be obtained without requiring a rider of an excessively high level driving operation, and a driving operation can be facilitated.~~

~~According to the second invention of claim 2, the electrically driven side throttle valve is closed in a manner delayed by a first time constant as the manually driven side throttle valves close. Thus, even in the case in which a rider closes the throttle grip suddenly, the electrically driven side throttle valve closes later than a throttle grip operation, and generation of engine brake can be controlled so much more for that.~~

~~According to the invention of claim 3, in the case in which the electrically driven side throttle valve is closed in a manner delayed by a first time constant as the manually driven side throttle valves close, the electrically driven side throttle valve is closed in a range up to a predetermined regulated opening. Thus, generation of engine brake can be controlled more surely.~~

~~According to the invention of claim 4, a delay by the first time constant at the time when the brake is actuated is changed so as to be larger than the delay by the first time constant at the time when the brake is not actuated or the regulated opening at the time when the brake is actuated is changed so as to be larger than a regulated opening at the time when the brake is not actuated. Thus, in the case in which a rider actuates a brake device, generation of engine brake is controlled more strongly than in the case in which the rider does not actuate the brake device, and a driving operation can be further facilitated. It is said that, in general, or depending upon~~

IDC-A20,AMD,M